US ERA ARCHIVE DOCUMENT

1. Incident Name		2. Date Prepared		3. Time Prepared	UNIT LOG	
Kalamazoo River/Enbridge Spill		05/23/2012		1850	ICS 214	
4. Unit Name/Designators		5. Unit Leader			6. Operational Period :	
SOTF Team #6		Name:	Dan Capone & Joe Victory (START/US EPA)		From:	05/23/2012 0925
		Position:	Operations Section Chief		То:	05/23/2012 1800
		7. Pe	rsonnel F	Roster Assigned		
<u>Name</u>		ICS Position		DUTY CELL		
Dan Capone		Operations Section Chief				
Joe Victory		Operations Section Chief				
Dan Zahner		Field Team Lead				
Kevin Johnson		SOTF#6				
			8. Acti	vity Log		
Activity Augo MD 27 75		O wirrow dollar			LAT Various	LAT Various
Activity Area	MP 37.75, 37.0 river delta.			(DD.MMMM)	(DD.MMMM)	
OIL OBSERVED	EXTENT OF OIL IMPACTED AREA			NA		
T 4 1 C 11 4	DENSITY OF OIL /SHEEN			NA		
Total Collection Points	NA					
Total Boom Deployed	NA					
	START SOTF Team 6 Activity:					
	SOTF#6 Kevin Johnson (START), Enbridge Team Lead Mike Reed, and Leica operator Amber McDougal performed poling at 60 locations within focus area 37.75, and 37.70 (west end of river delta). A total of 7 locations had an overall submerged oil category of heavy, 21 locations had an overall submerged oil category of moderate, and 32 locations had an overall submerged oil category of light.					
Activity	Generally, more light oil sheen was observed along areas of sand substrate with more moderate and heavy oil sheen, with corresponding globs up to 1cm, identified in locations having soft and silt based substrate.  All locations SOTF #6 visited registered above the minimum temperature requirement of 60 degrees F. Observed temperatures ranged from 64.1 to 75.3 degrees F.					
	Poling operations were not significantly impacted by vegetation within focus areas. Higher wind conditions did create adverse surface observation conditions at approximately 13:50 at that time SOTF#6 moved to MP 37.0 areas with better surface conditions. SOTF#6 was able to successfully navigate to all tasked poling reassessment					

	locations.
Health and Safety Issues	None
Comments	